Amendments to the Specification:

Please replace the paragraph beginning at page 2, line 6, with the following rewritten paragraph:

--Further passenger protection, from head-on and non-head-on collisions and roll events, may be provided by active restraint systems. One such active restraint system might be a two-point lap belt restraint. Vehicles, such as buses, which require the passive protection provided by deforming or deflecting seats, present certain challenges regarding the integration of active restraint seat belt systems. In a school bus seat combining active and passive restraint systems, both of the restraint systems may need to be able to perform their functions and the seat may still need to conform to the regulations set forth in FMVSS 222, which is incorporated herein by reference. In addition to two-point active lap restraint systems, examples of vehicle seats designed to combine both active and passive restraint systems in conformity with FMVSS 222 are found in commonly owned U.S. Patent No. 6,485,098, and U.S. Patent ~~application No. 10/245,983, the disclosures of which are now incorporated herein by reference~~ No 6,886,889.--

Please replace the paragraph beginning at page 2, line 20, with the following rewritten paragraph:

--Two-point lap belt systems, or these new three-point lap belt systems may allow the use of various add-on restraint systems on buses or other vehicles. For example, torso harnesses, positioning harnesses, portable child seats and booster seats. For example, portable child seats for infants and children up to about 50 pounds and booster seats for children between about 30 and about 70 pounds, may be mounted to a vehicle for restraint of a passenger or occupant. Commonly owned U.S. Patent ~~Application No.~~

~~10/245,983~~ No. 6,886,889 discloses supplemental restraint systems for use with a school bus seat in accordance with FMVSS 222. Examples of booster seats are disclosed in U.S. Pat. Nos. 5,797,654 to Stroud, 5,829,834 to Silverman, and 5,685,604 to Kain, which are incorporated by reference herein.--

Please replace the paragraph beginning at page 10, line 20, with the following rewritten paragraph:

--The illustrative booster seats 18, 118, 318 may be equipped with any desired amount and composition of cushioning and may be covered by cloth or other suitable material such as for example the cover 180 depicted in FIG. 7 as will be explained further below. The booster seat or base 18, 118, 318 illustratively may be formed with various indentations 93, 102 (FIGs. 5 and 6), which may for example provide rigidity while reducing weight. The booster seat or base 18, 118, 318 illustratively may accommodate occupants from about 30 pounds up to about 90 pounds. Looking at FIGs. 6, 10 and 11, it can be seen that the booster seat 18, 118, 318 may also be formed with various anchor points, such as for example mounting assembly anchor points 86 and 85, each illustrative formed with a void 87 therethrough, and restraint assembly anchor points 81 and 82, each also illustratively formed with a void 83 therethrough. Also formed through at least a portion of each side surface 99 and the rear surface 100 may be one or more recesses 103, which are sized to receive any of a number of suitable connectors such as for example and without limitation connector 68. Additional recesses (not shown), each sized to receive therein an additional connector 68, may also be formed through rear surface 100. For example, additional recesses might be desired in the vicinity of intervening side surface(s) 399. Examples of some suitable illustrative connectors 68 are disclosed in co-

owned U.S. patent ~~application number 10/206,603~~ No. 6,962,394, the disclosure of which is now incorporated herein by reference. As will be explained, indentations 102 also facilitate the grasping and manipulation of illustrative connector 68 by a user. The booster seat 18, 118, 318 further comprises a web guide 88, which is formed with a void 89 therethrough. The various voids 83, 87, 89 illustratively help lighten the base 18, 318 and may provide rigidity, as well as anchor points. It will be appreciated that the booster seat 18, 118, 318 could also serve as a carrying case, similar to for example and without limitation, a suitcase or brief case, having a handle (67 and not shown) and configured to hold and store therein or thereon the restraint and mounting assemblies. The booster seat 18, 118, 318 may be configured to mount to vehicle seat 11 and properly position an occupant for use of the restraint assembly 20, 220, which is attached to the booster seat 18, 118, 318 as will now be explained.--

Please replace the paragraph beginning at page 13, line 13, with the following rewritten paragraph:

--The opposing second end portions of webs 42, 43 generally proceed down at least a portion of the opposite back surface 16 as best seen in FIGs. 2 and 4. Illustratively, web adjusters 46 and 47 are movably disposed on respective webs 42 and 43. Web adjusters 46 and 47 may each be equipped with a conventional fastener 45, such as for example, without limitation, the pictured snap hook 45. Although the snap hook 45 is connected to the web adjuster 46, 47 by a piece of web, it may also be an integral part of the web adjuster, or connected to the web adjuster through any other suitable means. ~~Non-exclusive examples of suitable snap hooks 45 and snap hooks integrated with web adjusters are disclosed in commonly owned U.S. patent application number 10/427,362,~~

~~the disclosure of which is now incorporated herein by reference. Another~~ An non-exclusive example of a suitable fastener is the aforementioned connector 68, which is depicted in FIG. 5. Other fasteners or connectors known in the art could be used as well. Webs 42 and 43 may, but need not be associated by one or more cross-members 58, 59 which may be any suitable flexible, semi-flexible, rigid, or semi-rigid member. Illustratively, the cross-member 58 shown in FIGs. 2 and 4, and the cross-member 59 best seen in FIG. 3 may be a length of web, strap, rope, belt, and the like without limitation. So too, the cross-members 58, 59 may be a piece of plastic or other rigid or semi-rigid member.--

Please replace the paragraph beginning at page 25, line 3, with the following rewritten paragraph:

--In operation, the webs 36 and 37 are placed over the shoulders of an occupant or passenger 19 sitting on the booster seat 18, 118, 318 which has been mounted to the seat 11 in any of the ways previously described. The tongues 26, 27 are then mated or engaged with the buckle 23 thereby forming a five-point restraint with the webs 36 and 37 being divided by the tongues 26 and 27 into respective lap portions 24 and 25 and torso portions extending between the tongues 26 and 27 and the ends 38 and 39. The ends of webs 36 and 37 proximate to the lap portions 24 and 25 illustratively are attached to the restraint assembly anchor points 81 (FIGs. 3, 6 and 10). The fit of the five-point restraint assembly 20 may be adjusted using the web adjusters 28 and 29. The fit may further be adjusted by use of optional and conventional height adjusters 72 and 73 and the optional harness clip 75. Examples, without limitation, of suitable height adjusters are found in commonly owned ~~patent application number 10/245,983, the disclosure of~~

~~which previously has been incorporated herein by reference, and commonly owned and co-pending U.S. patent application number _____, entitled WEB POSITON ADJUSTING DEVICE, filed October 8, 2004,~~ U.S. Patent 6,886,889, the disclosure of which is ~~now incorporated~~ herein incorporated by reference. The various web adjusters mentioned throughout the illustrative embodiments illustratively may also be in accordance with and implement the disclosure of the WEB POSITION ADJUSTING DEVICE ~~application if desired~~ patent. As explained in U.S. patent ~~application number 10/245,983~~ 6,886,889, the height adjusters 72, 73 are movably mounted to and configured to associate restraint webs 36 and 37 and respective mounting webs 42 and 43. Adjuster 72, which may for example be of a conventional 3-bar construction, slides up and own the lengths of web 42 and web 36 in order to increase or decrease the operative length of web 36 and thereby properly size the restraint assembly 20 about the shoulders of the passenger or occupant 19. Similarly, adjuster 73 slides up and down the lengths of web 43 and web 37 in order to increase or decrease the operative length of web 37 and thereby properly size the restraint assembly 20 about the shoulders of the occupant 19. It will be appreciated that cross-member 59 illustratively would set the upper limit of movement of the adjusters 72, 73, while the shoulders of the occupant 19 generally would set the lower limit of movement, provided that the occupant's shoulders are higher than the optional chest strap 32 and/or connecting member 44, which would otherwise set the lower limit of movement. Of course, in order to accommodate taller occupants, the cross-member 59 could be placed further up on the mounting webs 42, 43, or as noted, could be removed altogether if desired. Examples, without limitation, of suitable harness clips are found in commonly owned U.S. Patent No. 5,839,793 and U.S.

Patent No. 5,873,635, both of the disclosures of which are now incorporated herein by reference.--

Please replace the paragraph beginning at page 29, line 5, with the following rewritten paragraph:

--In operation, the chest web 32 is wrapped about the occupant 19 and the tongue/buckle/adjuster 34 operated to lock and adjust the fit of the web 32 about the occupant and to properly position the torso support assembly 201 on the occupant. The shoulder webs 236 and 237 may then be drawn across the occupant or passenger as follows. Web 236 illustratively is drawn across the passenger 19, threaded through guide portion or clip 206, and secured by engaging tongue 227 with its corresponding buckle. The fit of the web 236 may then be adjusted by operation of the web adjuster 229. Similarly, web 337 may be drawn diagonally across the occupant 19 and the tongue 226 engaged with its corresponding buckle as shown and thereby drawing the lap portion 224 across the lap of the occupant 19. The fit of the lap portion 224 and the web 337 may be adjusted with the web adjuster 228 or other suitable web adjuster. It will be appreciated that the lap portion 224 could also be attached at one end to a web retractor. Tongue 280 may be engaged with buckle/adjuster 223, with the adjuster 223 operable to adjust or vary the length of the extension member 222. It will be appreciated that the above sequence is illustrative only, such that any of the webs 32, 236, 237, 222 and their associated tongue/buckle connections may be made in any desired order. Moreover, the webs 236 and 237 could be threaded under the guide members or clips 206 and 207 after the tongue 226, 227 and buckle engagement are made. The fit of the restraint assembly 220 may be further adjuster, at any desired time, by use of optional and conventional

height adjusters 72 and 73 as described herein above ~~or in the previously incorporated co-pending and co-owned WEB POSITION ADJUSTING DEVICE application No. _____~~. The restraint assembly 220 may be configured for use with any of the mounting assemblies 40, 140, 240, 340 and systems 10, 110, 210, 310 and variations thereof described herein.--